



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Section 5—Final Environmental Impact Statement

APPENDIX PP ACCESS COMMITTEE MEETING MINUTES



Section 5 Environmental Studies Evansville to Indianapolis

Meeting Minutes

Access Meeting / Draft Engineer's Report Review Meeting
Friday, October 26, 2012
9:00 am (EST)
IGCN, Conf. Room N642

I. Attendance/Introductions

Tom Seeman – INDOT	Mike Grovak - BLA
Sandra Flum - INDOT	Brian Litherland - BLA
Peter Yao - INDOT	Jeff Andrews - BLA
David Butts - INDOT	Mary Jo Hamman – Michael Baker Jr., Inc.
Paul Schmidt - INDOT	Jim Peyton – Michael Baker Jr., Inc.
John McCrary - INDOT	Patrick Duncan – Michael Baker Jr., Inc.
Jim Ude - INDOT	Joel Borrelli – Michael Baker Jr., Inc.
Mike Holowaty - INDOT	David Jackson – Michael Baker Jr., Inc.
Tim Miller - BLA	Julie Thurman – Michael Baker Jr., Inc.
Eric Swickard - BLA	Bren George - FHWA

II. Summary of Preferred Alternative

Baker presented a summary description of the preferred alternative throughout the project corridor. It emphasized access treatments, s-lines, and proposed design exceptions.

It was noted that microsimulation traffic forecasts will be completed on I-69 and along s-lines and selected nearby local roads between Victor Pike (just south of the Section 5 project limits) and the Walnut Street Interchange.

The potential use of a small strip of Wapehani Mountain Bike Park was described, as a *de minimis* use of a property protected under Section 4(f). Any such change to the alignment would be made in the FEIS as part of the Refined Preferred Alternative, after the close of the comment period. It would require agreement by the responsible parties. The DEIS explicitly requests public comment regarding this potential use of a portion of the park.



The following items resulted in additional discussion:

A. North Walnut Street Interchange

The two options for this interchange within the Preferred Alternative at Walnut Street were discussed. These are Option A, a fully-directional interchange and Option B, maintaining the existing partial interchange. A decision from FHWA as to whether a partial interchange can be provided is still pending and will be based upon a technical memorandum provided by INDOT. FHWA also will consider input received during the DEIS comment period. INDOT staff from the Seymour District stated that deteriorating conditions on the existing Walnut Street interchange have resulted in programming a bridge deck replacement in the spring of 2013. Previously, a bridge deck patching had been programmed. This deck replacement assumes maintaining the current partial configuration. Additional discussions/decisions for the project are anticipated at an upcoming Change Management Meeting on November 13th. A concern was raised that improvements would begin to be made to the existing partial interchange around the same time as a decision regard which interchange option to include in the FEIS Preferred Alternative.

The current Bridge Rehabilitation project (with deck replacement) has obtained a Level 1 Design Exception for Substandard Shoulder Width. If this is not wide enough to serve as a future interstate ramp the proposed resolution should be described in the Final Engineer's Report. The ramp approaches to the bridge also have substandard shoulder widths.

Based upon previous and anticipated resource agency comments in support of maintaining the existing partial interchange at Walnut Street, FHWA (Bren George) suggested submitting a request to retain the existing partial interchange configuration, documenting the differences between the partial and full interchange. The request should address costs, impacts, driver expectation, traffic patterns/projections, and comparison of mitigation requirements for review by FHWA.

B. Median Width Between Mainline and Access Road at Poynter Sheet Metal

The median width between the I-69 mainline and the access road in front of Poynter Sheet Metals may need to be reduced from 36 feet to 19 feet. This would feature a combined concrete median barrier/retaining wall separating the mainline and the access road. This revision should be addressed in the final engineer's report. Currently, there is a retaining wall proposed along the right-of-way. By having the median barrier combined with the retaining wall, there should not be as much impact to the property for the drive connection to the east access road.

C. Profile Grade Through the Northbound Bifurcation

The existing vertical profile grade along the NB bifurcation is shown as 4.14%. Per IDM Fig. 53-1, 4% would be the maximum grade; however, footnote 20 allows for a grade of 1% steeper on one-way downgrades. Therefore the 4.14% falls within the acceptable values per footnote 20 in Figure 53-1 of the IDM. It should also be noted that the precision of the existing ground elevations that is currently available may be



accounting for the difference in grade from what is noted on the existing plans, which show a 4% grade in this area.

III. Review Comments from Draft Engineers Report - Typical Cross Sections

A. Sheet 2 of 9 - Horizontal sight distance along mainline between SR 48 and SR 46:

A 55 mph posted speed limit through urban areas is regulated by state statute (IC 9-21-5-2).

INDOT suggested that while I-69 is being designed for 70 mph, it may be appropriate to pursue a Level 1 Design Exception to meet a minimum 55 mph design for the inside shoulder width along the “S” curves between SR 48 and SR 46. If the Design Exception is desired, it would be developed as part of final design. This should be stated as an option in the Engineer’s Report. As currently proposed, the inside shoulder width on the outside of the curve would be widened to achieve the required horizontal stopping sight distance. If a design exception is obtained, the median shoulder width through this area would not require widening to greater than 12 feet.

B. Sheet 4 of 9 – Barrier offset along access road; an offset is currently not proposed between the mainline shoulder and barrier.

A barrier offset is currently not proposed between the mainline shoulders and the median barrier on either the inside shoulders or outside shoulders. A Level Two Design Exception is being proposed for the barrier offset in these areas. The absence of a barrier offset is acceptable to INDOT for the mainline because it is considered “a rehabilitation of existing facility.” However, INDOT has requested that a one foot barrier offset be included between the access road shoulder and barrier because it is to be considered “new construction.” This change will be implemented as part of the updated Engineer’s Report, prior to the completion of the FEIS.

C. Sheet 6 of 9 – Median along Rockport Road

A 16’ flush median was provided on the Rockport Road typical section to provide additional room for heavy truck traffic requiring access to the nearby stone quarries. INDOT feels that this is excessive for an overpass with no turning movements. Baker agreed that it is conservative and will be revised for inclusion in the addendum to the Engineer’s Report and the Final Engineer’s Report. The cost estimate and area of impacts will also be updated for inclusion in the FEIS.

D. Sheet 9 of 9 – Median, lane and shoulder widths along Chambers Pike

A 14’ flush median was provided on the Chambers Pike typical section to provide additional room for heavy truck traffic requiring access to the Hoosier Energy power transformer substation. INDOT feels that this is excessive for an overpass with the large vehicle movements being very infrequent. Baker agreed that it may be conservative and will revise the median width for inclusion in the addendum to the



Engineer's Report and the Final Engineer's Report. Larger turning radii will be included at the intersections with the access roads. The cost estimate and area of impacts will also be updated for inclusion in the FEIS.

The shoulder width along Chambers Pike should also be widened to 5-feet paved in order to accommodate bicycle travel on the shoulder.

E. Additional Comments on the Typical Sections

INDOT directed that in the areas with 60-foot medians, the median slopes should be revised to a minimum of 6:1 or flatter for the potential use of cable median barrier.

INDOT directed that the sidewalks along the S-Lines have a minimum 2% cross-slope.

IV. Review Comments from Draft Engineers Report - Plan & Profile Sheets

A. Sheet 1 of 28 – Judd Avenue access to Fullerton Pike is to be closed

Displays and plans need to be revised to show temporary right-of-way to remove pavement past the cul-de-sac area as part of constructing and maintaining access closures to SR 37 and S-lines and on Rex Grossman that extend onto Sheet 2 of 28.

Permanent right-of-way and construction limits need to be revised to allow construction of the proposed cul-de-sacs.

B. Sheet 9 of 28 – Access road offset distance from mainline adjacent to Poynter Sheet Metal

Text will be added to the final DER to inform final designers that a narrow median with concrete median barrier and retaining wall will be necessary to minimize impacts to Poynter Sheet Metal property. A similar note will be added to Plan & Profile Sheets.

C. Sheet 12 of 28 – Truck climbing lane shoulder width to south of Paragon/Pine

Baker should use the shoulder width as required adjacent to an auxiliary lane, rather than that required adjacent to the mainline lanes. The shoulder width adjacent to an auxiliary lane for a reconstruction project can be reduced to 6-feet. The typical sections will be adjusted as well.

D. Sheet 16 of 28 – Design speed and geometrics along Fullerton Pike

T. Seeman expressed concern about the transition from Fullerton Pike typical section to the existing road on the west side of I-69. Detailed horizontal lane tapers/transitions are requested to show the transition from 4 lanes to 2 lanes and to



look into potential cost/impact savings if the taper area were moved to the north/off of existing Fullerton pavement.

The horizontal curve near the tie-in to existing Fullerton Pike on the west side of I-69 currently meets a 30 mph design speed ($R=300'$). INDOT questioned whether this could be modified to meet a higher design speed or ideally the 45 mph design speed for Fullerton Pike. Revisions to the design in this area may also avoid a business displacement. Baker will look into this and make the changes, if possible.

Profile grade – P. Yao said federal regulations require that a maximum vertical grade of 5% be used when there are sidewalks adjacent to the road. INDOT requested that the grades be reduced to 5% to meet the ADA requirements.

INDOT questioned how the proposed Fullerton Pike vertical profile will impact the access to the Monroe Hospital. Baker will investigate and make any revisions that are appropriate.

E. Sheet 18 of 28 – ISD along Tapp Road from mainline ramp terminals; Yonkers Street and Rex Grossman Blvd. proximity

INDOT questioned whether the intersection sight distance is met at the ramp terminals. If it isn't, the designer will need to post these intersections as a "No Turn on Red".

Deborah Drive is currently used as an alternate access to the landscaped Rex Grossman Blvd. entrance during peak traffic to reduce the backups that occur at main entrance of the office park South of Tapp Road. Eliminating access at Rex Grossman Blvd. is acceptable.

Baker should include the closure of Yonkers Court within the proposed construction limits.

Displays and plans need to be revised to show temporary right-of-way to remove pavement past the cul-de-sac area as part of constructing and maintaining access closures to SR 37 and S-lines and on Rex Grossman Blvd. and Yonkers Street.

Permanent right-of-way and construction limits need to be revised to allow construction of the proposed cul-de-sacs.

F. Sheet 19 of 28 – Profile grade along Vernal Pike

T. Seeman requested that the Vernal Pike profile grade be reduced from 8% maximum vertical grade to 7% to allow for attainment of ADA criteria. This would match the grade of the newly constructed portion of Vernal Pike beyond the project limits and allow for construction of sidewalk landings. This change had also been requested by Bill Williams, Monroe County Engineer. Baker will investigate and make the appropriate revisions.

G. Chambers Pike has a 40 mph design speed - Stopping Sight Distance should be



increased to meet 45 mph over mainline (Desirable K = 61).

H. H. Rockport Road has a 40 mph design speed – Stopping Sight Distance should be increased to meet 45 mph over mainline (Desirable K=61).

I. Sheet 27 of 28 – Design speed and geometrics along Godsey Road / Liberty Church Road

Based upon previous and anticipated resource agency comments and potential municipal well field development to the west, it is anticipated that modification of either the Alt 8 or Alt 7 type interchange design to reduce flood plain and stream impacts may be appropriate.

INDOT requested that Baker use gentler grades (5% or flatter) at Liberty Church Road to accommodate future truck traffic from potential industrial or commercial development. Baker will coordinate with Morgan Co. and Martinsville about possibility of future development.

Profile grade – P. Yao said federal regulations require that a maximum vertical grade of 5% be used when there are sidewalks adjacent to the road. INDOT requested that the grades be reduced to 5% or flatter to be compatible with potential future ADA requirements.

Stopping Sight distance should be increased to meet 45 mph over mainline (K = 61).



Section 5 Environmental Studies Evansville to Indianapolis

Meeting Minutes

Access Meeting / Refined Preferred Alternative Review Meeting
Friday, February 15, 2013
1:00 pm (EST)
IGCS Teleconference Media Center (south building)

I. Attendance/Introductions

Tom Seeman – INDOT	Mike Grovak – BLA
Sandra Flum - INDOT	Jim Gulick - BLA
Peter Yao - INDOT	Brian Litherland - BLA
David Butts - INDOT	Mary Jo Hamman – Michael Baker Jr., Inc.
Paul Schmidt - INDOT	Julie Thurman – Michael Baker Jr., Inc.
Mike Holowaty - INDOT	Bren George - FHWA
Tim Miller - BLA	Michelle Allen - FHWA
Eric Swickard - BLA	Jim Peyton – Michael Baker Jr., Inc. (via phone)

II. Purpose of the Meeting

Baker presented a summary description of the Refined Preferred Alternative 8 throughout the project corridor and overall changes from the DEIS Preferred Alternative 8, access treatments, s-lines, proposed design exceptions, and incorporation of previous INDOT requests such as:

- Maximum vertical grade of 5% or flatter when there are sidewalks adjacent to the road to be compatible with potential future ADA requirements
- Stopping sight distance increased to meet 45 mph over mainline (K = 61).
- Use of a small strip of Wapehani Mountain Bike Park, existing 2nd Street bridge, use of pavement treatments, retain partial interchange at Walnut Street, elimination of east side access road across Beanblossom Valley, and Liberty Church Road interchange shift to reduce costs and impacts.



III. Summary of Refined Preferred Alternative 8 changes

Where the Refined Preferred Alternative 8 design had changed for inclusion in the FEIS and updated Engineer's Report was reviewed based upon specific Typical Section Sheet (Typ. Sht.) and Plan and Profile Sheet (P&P Sht.) in the following areas:

1. Rockport Road

- a. Typ. Sht. 6 - Eliminate median width – request from 10/26/12 Access Meeting – *approved by the committee*
- b. P&P Sht. 15 - Profile/vertical curve length to meet 45 mph design speed over mainline/maximum grade of 5% – request from 10/26/12 Access Meeting - *approved by the committee*

2. Fullerton Pike

- a. P&P Sht. 1 & 16 - West side taper/tie in to existing– request from 10/26/12 Access Meeting and response to comments – allows two buildings on south side of Fullerton to likely avoid relocation – last curve meets a design speed – of 45 mph - *approved by the committee*
- b. P&P Sht. 16 & 17 - Profile/vertical curve length to meet 45 mph over mainline/max grade of 5% – request from 10/26/12 Access Meeting - *approved by the committee*
- c. Typ. Sht. 7 - Widen bridge to accommodate a 10' multi-use path on north side instead of 5' sidewalk – response to comments from local agency - *approved by the committee*

3. Tapp Road

- a. P&P Sht. 18 - Profile/vertical curve length to meet 45 mph over mainline/max grade of 5%– request from 10/26/12 Access Meeting - *approved by the committee*
- b. P&P Sht. 2 & 18 - Change access at Barger Lane – Connect to Danlyn Road instead of Maple Leaf Dr. – response to comments - need neighborhood meeting to discuss with locals/reduced EMS response distance - *approved by the committee*
- c. P&P Sht. 1 & 2 - No shift off of mainline – impacts to Wapehani Mtn. Bike Park – City of Bloomington will be getting information regarding potential mitigation for the park encroachments next week – *approval is pending acceptance by City of Bloomington*
- d. P&P Sht. 1, 2 & 18 - New bridge location change – due to not shifting off of mainline; not able avoid all of the west side utility lines but will have another discussion about reducing CL/ROW to reduce impacts – *approval is pending acceptance by City of Bloomington*



- e. Typ. Sht. 7 - Widen bridge to accommodate 10' multi-use path on north side instead of 5' sidewalk – response to comments from local agency - *approved by the committee*
- f. T. Seeman stated that some of the necessary cul-de-sacs were not currently showing up on the plans. These will be added at Yonkers Street and Court. In addition, cul-de-sacs need added on the north and south side of Tapp at Rex Grossman Blvd. Use 50' radius for cul-de-sacs – need to talk about size when talking to schools. Add in Yonkers Drive pavement removal and the additional curb construction where the approach used to be.

4. 2nd Street

- a. Add Bike/Ped facility – several options were looked at to add the requested facilities; the option carried forward will not need retaining walls and will utilize 2:1 slopes with handrail in south west quadrant - response to comments from local agency - *approved by the committee*
- b. P&P Sht. 2 –
 - Use existing bridge / No shift off of mainline – impacts to Wapehani Mtn. Bike Park –City of Bloomington will be getting information regarding potential mitigation for the park encroachments next week – *approval is pending acceptance by City of Bloomington*
 - Add right-in/right-out access to Sam's Club - response to comments from local agency. Several options were explored to provide another access besides Hickory Leaf Dr. Elevation differences complicate insertion of access in addition to the location of the gas station on the property. Access will be provided and accounted for in impacts and costs. Talked about overhead utilities and 16" high pressure gas line in this area - *approved by the committee*
 - The design speed for SR 48/2nd Street is 45 mph. To utilize the existing bridge width, it will be necessary to shift the lanes to accommodate the bike/ped facilities and turn lanes. The City of Bloomington is acceptable to reducing lane widths to 11', if necessary to provide bike/ped facilities. T. Seeman requested that a 2 ft curb offset adjacent to outside lane be provided, if possible, due to the design speed.

5. Indiana Railroad

- a. No change – use existing bridge with design exception for shoulder widths – but would have slight adjustment to the design exception due to changes to the south with the no-shift - *approved by the committee*

6. 3rd Street

- a. Add Bike/Ped facility - several options were looked at to add the requested facilities; option with least impacts/additional right-of-way includes retaining walls in all quadrants except in NE quad – existing bridge would have to be widened by approx. 7 ft to meet locals request for bike/ped but would use walls to stay w/in



ROW and temporary ROW during construction; show McDonalds as potential relocation due to impacts to construct retaining wall along right-of-way; show most conservative footprint in this area by showing the impacts associated with sideslope construction – will add to displacements and ROW costs - response to comments from local agency - *approved by the committee*

- b. Intersection improvements at Gates Dr./3rd St. – modifications would be necessary to address traffic demands/improve levels of service in design year based on the traffic microsimulation; proposed the addition of approx. 500 ft of additional lane in southwest quadrant within the existing right-of-way to convert the existing short right turn lane to a thru/right turn lane to allow more traffic through the intersection – INDOT said that any improvements at this intersection would be a separate project (not I-69). No construction should occur west of Gates Drive on 3rd St; however, crosswalks should be included to connect to existing sidewalks.
- c. Extend left turn lanes from 3rd St. to entrance ramps – to address traffic demands in design year from traffic microsimulation; the left turn lanes from 3rd Street to the entrance ramps should be extended to allow more capacity - *approved by the committee*
- d. Ramp modifications – turn lanes – to address traffic demands in design year from traffic microsimulation; additional capacity would be added on both of the exit ramps to allow ramp intersections to function adequately in the design year; this could be accomplished within the existing right-of-way with the use of retaining walls - *approved by the committee*

7. CSX Railroad

- a. No Change - *approved by the committee*

8. Vernal Pike/17th Street

- a. P&P Sht. 19 –
 - Profile grade changed – request from 10/26/12 Access Meeting and response to local agency comments; asked to match the existing Vernal Pike grade to the west and meet ADA criteria of 2% maximum cross slope on the sidewalk – *approved by the committee*
 - Length of construction limits on west side was extended due to change in profile grade – request from 10/26/12 Access Meeting and response to local agency comments – *approved by the committee*
- b. Typ. Sht. 8 –
 - Widen bridge to accommodate 8' multi-use path on north side– response to comments from local agency; all other multi-use paths are 10'; not consistent with multi-use paths at other locations – will talk to Participating Agencies to confirm width – *approved by the committee*
 - Adjust impacts on north side to accommodate 13' bench with 8' multi-use path – response to comments from local agency; requested a 5' buffer and 8' multi-use path; not consistent with other locations; this would



result in 3' of additional width if that is what the City of Bloomington and Monroe County really want; INDOT would prefer to provide the 10' multi-use path with no buffer but further coordination is necessary with local agencies regarding their request.

- c. Intersection construction at 17th St. and Crescent Road – proposed project will result in increased traffic at this location; based on traffic projections, a signalized intersection will not likely be warranted. Roundabout options were looked at but resulted in significant changes to the project limits due to the challenging topography in this area; direction was to improve turning radii at a proposed stop-controlled intersection and consider use of a passing blister on the north side – *approved by the committee*

9. Kinser Pike

- a. No change - *approved by the committee*

10. Walnut Street

- a. P&P Sht. 6 –
 - Maintain existing structure – rehab by others – pending comment from FHWA review of request to maintain the existing partial interchange – assuming it will be approved
 - Shoulder widening on ramps is proposed from the exit to the existing overpass structure – this work can be done within the existing right-of-way
 - Southbound ramp design speed is: 1st curve = 45 mph and 2nd curve = 35 mph
 - Remove access road on east side from Walnut to Connaught Road / Hoosier Energy – response to EPA comments that would eliminate structures over Bean Blossom Creek and Bean Blossom Creek Overflow and retaining existing partial interchange

Pending approval of re-use of the existing partial interchange, all items listed above were *approved by the committee*.

11. Sample Road

- a. P&P Sht. 7 & 25 - No change to profile or structure; will utilize portion of existing Wayport Road for east access road – response to comments change - *approved by the committee*
- b. P&P Sht. 8 - Parallel access road on west side at Lee Paul Road - won't use existing piece of Lee Paul Road due to poor condition and substandard widths and alignments change - *approved by the committee*

Some discussion took place regarding the use of Sample Road/Simpson Chapel Road in its existing condition as the local access road. Concerns have been expressed by local agency and general public. Coordination with local officials will continue regarding this area.



12. Chambers Pike

- a. Typ. Sht. 9 - Eliminate median width – request from 10/26/12 Access Meeting - *approved by the committee*
- b. P&P Sht. 26 - Profile/vertical curve length to meet 45 mph over mainline/max grade of 5% – request from 10/26/12 Access Meeting - *approved by the committee*
- c. Hoosier Energy has requested that all overpass structures from their substation to the north should have a vertical clearance of 19'-2" for transportation of transformers they are currently using at the substation. FHWA and INDOT requirements for vertical clearance on new interchange overpasses is 16'-6". Further coordination is necessary with Hoosier Energy to clarify that INDOT will commit to meeting FHWA requirements for clearance. A meeting will be set up with Hoosier Energy in the future to discuss.

13. Liberty Church Road

- a. P&P Sht. 13 –
 - Revised interchange layout – shift to north – response to EPA comments - *approved by the committee*
 - Parallel access road on west side – previously were using a small section of existing Turkey Track Road - *approved by the committee*

14. GENERAL

- a. Add turn lanes at intersection where required
- b. Account for temporary right-of-way required for construction in impact areas.
- c. Median width for mainline for median grass has to be 6:1 maximum slope for use of cable barrier.
- d. Design exception – Level 1 – update to include Wapehani without the shift to the west from existing SR 37 – will have 11'9" shoulders when on existing alignment – station ranges in report will need updated.